

Watchman & State Journal.

E. P. WALTON, JR., EDITOR.

Thursday, July 6, 1848.

Nominations of the Whig Convention.

FOR PRESIDENT, ZACHARY TAYLOR.

FOR VICE PRESIDENT, MILLARD FILLMORE.

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The President will be under their control; but if a Northern man, the South will be alive to know clearly his views, and very exacting of pledges in reference to slavery. Thus you may get the man and they the measure. That it is, I predict, that if the Whig provision ever becomes a law, it will be by the signature of a Southern President."

The Worcester, Mass., Convention.

The Mass Convention of persons "opposed to the nomination of Cass and Taylor," was held on the 28th according to the call.

In numbers, very respectable, though it was small if considered in relation to the latitude of the call: the correspondent of the Atlas puts the number at 2000, including Whigs, Democrats, Abolitionists, boys and all—or no larger than the Taylor ratification meeting of the town of Worcester. Messrs. Allen, Wilson of Natick, Campbell of Ohio, J. R. Giddings, Lovejoy, Phillips, Sumner, C. F. Adams, and E. R. Hoar addressed the meeting, in a series of resolutions were adopted, complaining John P. Hale, J. R. Giddings, and Martin Van Buren, and expressing the hope that Daniel Webster said right in this matter, that he had received with hisses, but finally adopted. No nomination of President was made, but it was resolved that there is no man other than Joshua R. Giddings to whom at this critical moment, their cause can be more safely entrusted. A delegation at large of two Whigs, two Democrats, and two Abolitionists was appointed to the Buffalo Convention of the 22d of August, and the appointment of district delegates was recommended; a State Committee was also appointed. The first three speakers named above were delegates to the Philadelphia Convention, and did not consent to the nomination of Gen. Taylor. Messrs. Allen and Wilson are still against supporting him, but Mr. Campbell of Ohio utterly refused to take that stand. He would not identify himself with the opposition then, nor at all until he had consulted his constituents. On the whole, this convention falls far below our expectations. Among those who took part in it, we do not recognize a single Massachusetts Whig except the gentlemen who signed the call and originated the meeting; their appeal therefore has not with such response as was anticipated. Again, in its action we are disappointed: the Whig position seemed more reluctant to part with their Whig brethren than we expected, and the decision of the whole body seems to be to postpone definite action until the 22d of August. In the interim, the passionate will have time to get cold—the honest "conscience Whigs" will have time to examine the matter thoroughly and learn to serve their country as best they may—and the result, we apprehend, will be, that the disaffected Whigs will finally by common consent arrive at the conclusion that the only mode of making effectual resistance to the slavery is to cross quarrelling among themselves about Gen. Taylor, and to unite on and all in electing a Free Soil Congress. This expectation is confirmed by the proceedings of a meeting subsequently held in Boston and managed by the leaders in the Worcester meeting. The chairman raised the question whether Taylor is a Whig, and Hale a Democrat, and elicited contradictory answers. Mr. Giddings then took the stand and left right, left, and front—despatching Taylor, Cass, Van Buren and Clay. The last two, he said, killed themselves by their votes in 1841—Cass can't get a single slave State, nor New York, nor Ohio, nor even Michigan, and the Locos may as well begin to make his grave now;—and Taylor can't get Ohio; so the fight is not to be between Taylor and Cass, but Taylor and the members of the Buffalo Convention! Who can that be? With Webster, Cass, Taylor, Clay, Van Buren and Hale thus so early disposed of, we guess these gentlemen are thinking now of Mr. Giddings himself as a possible candidate. Alas! as it is, we apprehend these gentlemen are denouncing all the candidates of all the existing parties to be repudiated, and a political millennium begun on 21st of August next with Mr. Giddings, or some other equally new man. They are really mistaken. They can't even carry the abolitionists with them; and instead of harmonizing all parties, we venture the prediction that each party will count these gentlemen and their candidate as enemies.

THE BLACK COCKADE.

The following is a literal extract from Niles' Register, of September 13th, 1844.—See Vol. 47, page 12:—

"The fact is, that while his father, Major Cass, spent the winter of 1812-1813, for the purpose of the Black Cockade, the present Gen. Cass was the proprietor of the Grammar School in Wilmington, and always appeared with a BLACK COCKADE in his hat."

The above paragraph appears in almost every Whig paper on our exchange list; but notwithstanding the popular opinion, we can't see that Gen. Cass was very much to blame for respecting the views of his father in his youth. What strikes us as a worse thing altogether is, that he wears the BLACK COCKADE of the Slaveocratic Legion now, when old enough to know better.

Half a dozen Whigs, ardent friends of Mr. Clay, have sent us a joint letter, saying that they pledged themselves, some time ago, not to vote for Gen. Taylor for the Presidency. They cannot, however, think of separating themselves from their old friends. They still say that they will not vote for Taylor, but that they will vote for the electors nominated by the Whigs; and that the electors can vote for Taylor, if they like.—*Louisville Journal.*

At first blush this looks like creeping out at a very small hole. Not so, perhaps. Were the Whigs to put their wisest and best men upon the electoral tickets and pledge them to nothing but an honest discharge of their duty under all the circumstances of the case, at the period when they shall be called upon to cast their votes, the course of these Kentucky Whigs would be right. The electors when called upon to vote would know the result of the elections in every State; they would have before them a full development of the position of all the candidates, as understood in different parts of the Union; they would fully understand the dangers to be avoided and the good to be achieved; and if left free to a conscientious discharge of their duty, a wise result might be safely counted upon. We like the suggestion right well.

"The Industrial Congress," at a late meeting in Philadelphia, nominated Gerrit Smith, Jr. for President and William S. Wait for Vice President. This fourth party party for Freedom of the public lands, and limitation and exemption of homesteads from attachment—and prospectively for a prohibition of government debts—Direct Taxation—Free Trade, and Disbandment of the Standing Army and Navy. It also proposes for consideration the various plans of association and organization of labor, and the best system of township education.

RAILROADS.

NORTHERN (N. H.) RAILROAD. We are indebted to the President, Geo. W. Nesmith, Esq., for a copy of the third annual report of the Directors. This road, from Concord, N. H., to the mouth of White River in Vermont, is not far from 70 miles in length, and its construction (including interest paid to stockholders and discount on 3000 shares of new stock issued at 90 per cent.) has cost \$2,461,315 33; outstanding claims and work yet to be done it is estimated will bring the cost to \$2,600,000, making the cost \$37,142 per mile. The whole amount of interest paid to the stockholders is \$137,731 30—interest having been paid from about Sept. 1st, 1845, if we recollect correctly; yet we find that the income of the road from the 1st day of Jan. 1847 to the 1st day of May, 1848, (16 months) was \$122,341 40, not enough, within about \$10,000, to pay the total amount of interest which accrued during this whole period of the construction of the road. From Sept. 1st, 1847, to May 1st, 1848, the road was in operation 44 miles for three months and 64 miles for five months—yet the net income has paid 6 per cent. on the cost of the whole road and left a surplus of \$6751 30. At the present time, the Northern road presents highly satisfactory results: its friends count upon good harvests for the future, from its connection with the Passumpsic, Central, Vermont and Canada, and Quebec roads. The Northern road has an engine house at Concord 120 feet in diameter, and a number of 130 feet at West Lebanon, each calculated for 16 engines; another at Franklin, and also one at the summit, for 5 engines each. Its repair shop at Concord measures 180 feet by 50 feet, and it is erecting another at West Lebanon, 80 feet by 50. Its motive power consists of 10 first class engines and 1 second class; and it has 14 passenger cars with 61 seats each, 7 baggage cars, 185 merchandise cars, 47 gravel and stone cars, and 8 snow-plows.

VERMONT CENTRAL.

Very high praise is given to the Central, by those who have tested it by a trip in the cars. We understand that freight will be run the present week, and the running so arranged as to give two passenger trains a day. It is now as comfortable getting from Boston to St. Louis in one day that our folks are all now going to try to get more so. A dividend of interest is now ready for the stockholders. We set the following notice of the opening from the Windsor Journal:

First Railroad in Vermont.

We opened the Vermont Central Railroad, Monday, the 30th ult., with a ride in the first regular passenger train of Railway Cars ever run in Vermont. The Vermont Central Railroad having been completed from the mouth of White River to Bellet, a distance of 70 miles, and it having been found that the passenger cars would be more useful in the vicinity, with a few friends from Concord, without any formal invitation, gathered together at White River village, all eager to try the novel experiment of a railway excursion to Concord, Green River, and other places.

Three beautiful first class passenger cars, with every facility for the comfort of passengers, among whom was the Hon. Abner Lawrence of Boston, who had started on a tour through the country, with a portion of his family. The cars were about an hour in going to Bellet, where, on our arrival, we found an extensive table beautifully spread with all the substantial comforts that could be desired. The report over Mr. Lawrence addressed the assembled multitude for some fifteen or twenty minutes. The Hon. gentleman seemed highly pleased with every thing with the generous spirit of enterprise that animated him, and above all, with that portion of the Central Road over which he had just passed. He said that he was not only a passenger, but a freighter, and that he was in favor of forming an important link in the great chain of railway communication that is to develop our resources and bring us in close contact with the Atlantic border and the great lakes of the North West; so that Vermont can be called an island State, with a short time longer, as far as the term relates to the development of our natural resources and the immeasurably increased facilities of approaching the great markets. Not only the freight, but the passenger cars, will be the link between the North and the South, and the great lakes of the North West; so that Vermont can be called an island State, with a short time longer, as far as the term relates to the development of our natural resources and the immeasurably increased facilities of approaching the great markets. 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